

GRAND RAPIDS, JAN. 6, 1885.

## MINOR MICHIGAN MATTERS.

St. Louis wants a city charter.  
Wood is very cheap around Caledonia.  
Muskegon is afflicted with shop-lifters.  
The salt well at Ludington is down 1,300 feet.

There was a \$12,000 fire at St. Louis on Friday evening.

A Battle Creek boy had an arm blown off while hunting near Bales, Ind.

One cider-mill in Benton Harbor made 5,241 barrels of cider the past season.

Water-works or a steam fire-engine? which? is the question at Buchanan.

Battle Creek had a fire on Saturday morning which cost seven thousand dollars.

The paper mill at Allegan has a force of twenty hands and is run night and day.

Port Huron expects that a good deal of building will be done there the coming season.

J. N. V. Agnew is to be general superintendent of the Chicago & West Michigan road.

Masons residing at Caledonia, Kent county, are endeavoring to organize a lodge at that point.

James Sims, one of the oldest residents of Alpena, died Friday night from a stroke of paralysis.

The United Brethren are holding a series of meetings at Farmlee, much interest is manifested.

In East Saginaw boiler-makers have refused to accept a reduction of wages and have quit work.

Two chicken thieves at Roscommon were sentenced to ninety days each at the Detroit House of Correction.

Ypelandt seems to be well pleased with the electric lights which appeared there for the first time on Christmas night.

A tri-county agricultural society is the scheme the farmers of Oshtemo, Wexford and Lake counties are working up.

Adolph Matheo was run over and killed by the fast train near Stevensville Saturday. He was about sixty years old.

Fred A. Aldrich, of Flint, and Capt. W. H. Miller, of Harbor Springs, are candidates for committee clerkships of the House.

Miss Alice E. Freeman, president of Wellesley College, is a graduate of Michigan University and her parents live at East Saginaw.

There was no case of fire in Sault Ste. Marie during the year just closed. It is to be hoped that the same can be said at the close of '85.

Owosso's new factory, the Bending Works, is running with a force of twenty-five men, which will be increased to thirty-five or forty in the spring.

S. B. McCracken, of Detroit, is reported to be an aspirant for a committee clerkship of the Senate, and so likewise James P. Howlett, of Niles.

Three prisoners attempted to break out of the Wayne county jail Saturday night, but were discovered in time by the officers to spoil their little plan.

The Owosso coffin factory has neither reduced its force nor shortened its hours. Hard times do not affect the supply and demand of this class of goods.

Miss Carrie H. Daniels, formerly a teacher in Kalamazoo College, who went out as a medical missionary to China, has been compelled by ill-health to return home.

A Mrs. Wickert, of Flint, fell down stairs Friday with a lighted lamp in her hand and escaped with frightful injuries. The lamp was broken, but the oil did not take fire.

W. B. McCreery, ex-State Treasurer, has begun a suit against the city of Flint because his house was burned and the city had not provided means of extinguishing fires.

A man in Vassar tried to commit suicide by drinking half a pint of whisky and an ounce of laudanum. When discovered he was insensible, but by desperate work his life was saved.

The Muskegon River has overflowed a large section of country at Paris, an average of two feet deep. The probabilities are that the fish hatchery premises are more or less interfered with.

Wolf & Davidson, of Milwaukee, have contracted to raise the propeller, Flint & Pere Marquette No. 1, sunk at Ludington, and deliver her at that port for \$5,000, or take her to Milwaukee for \$3,000.

L. H. Bayley, a South Haven boy, has resigned the Professorship of Botany at Cambridge, Mass., and will move West Jan. 31, to assume a professorship in his alma mater, the Agricultural College at Lansing.

On Saturday John G. Babcock, a worthy citizen of Grand Ledge, was assisting in felling a large tree when a dry limb broke and struck him on the head, crushing his skull and killing him almost instantly.

F. M. Porter, editor of the Vermontville Herald, took a dose of a powerful narcotic, Wednesday, thinking it was a mild cathartic, and for a time it was feared he would die. Prompt medical assistance saved him.

Cass County has taken a decided stand against rum. They will neither lodge nor feed them there and it's very likely they will not have a chance after awhile. Tramps will write N. G. against them and give them a wide berth.

Constable McTeaver, of Presque Isle county, served an ejectment notice to-day on J. Gill of that county, when Gill shot him. The constable sent to Alpena for a doctor. The constable is reported to be severely wounded.

An Ann Arbor man returning Friday night from an enforced sixty-days' visit at Ionia, was not very cordially received by his wife, who would not consent to live with him. In a rage he snatched the baby and disappeared. He has not been heard from since.

An editor's skating race came off at Hastings last Thursday evening. The editors of the Plainville Independent, the Hastings Democrat and the Midland Republican were the contestants. The editor of the Republican won the race which was a very amusing one evidently.

Elinor C. Nichols, a farmer living just out of Battle Creek was run over by a runaway team, attached to the Athens stage, and it is thought that his injuries will prove fatal. Both wheels passed over his neck, breaking his collar bone. He was also injured internally.

A doctor of Indian River, Mich., with a practice of 1,500 per year, has only got hold of \$16 cash in the past twenty months. The rest has been taken in orders on stores, saw-mills, lime kilns, tailors, undertakers and well diggers. One account of \$7 was taken out in fiddling, and the fiddler could only play one tune.—*Midville Republican*.

A singular explosion occurred at a grocery store in South Bay City. A clerk threw a can of cranberries into a wood stove and after a few minutes a loud report was heard and the stove front was torn out and hurled six feet from the stove. The cranberries had been fermenting. It was a wonder that no one was hurt.

Mrs. Wallinger, aged 43, was found dead this morning on the sidewalk at Cheboygan. On examination it was found that she had choked to death from the excessive use of liquor, to which she was strongly addicted. She had started for home, but dropped in her tracks a short distance from where the liquor had been procured. She leaves a family.

The Port Huron Mutual Insurance Company held its adjourned annual meeting Saturday evening and voted to apply to the courts for the appointment of a receiver. The company has been doing a fair business, but suffered a judgment in the Circuit Court in December, and must defend several other suits for losses this month. As matters stand all liabilities will be met.

## HOTELS AFLOAT.

How Travelers Live on Ocean Steamers.

The Cost of Running Trans-Atlantic Steamships—The Quantities of Food Consumed—Government and Discipline of the Crews.

(N. Y. Herald.)

Should the reverend George Washington suddenly reappear in the flesh he would probably evince some astonishment at the several improvements made in the world, wisely remarked a reporter. But nothing, perhaps, would surprise the good old man more than the fact that the hundreds of people that he might see, magnified twofold, in the big reception room at the barge office had all been brought across the ocean in one vessel. Indeed, it is almost beyond the belief of the minds of to-day that more than half a thousand persons could be comfortably and safely transported in one ship a distance of three thousand miles in a week; but such is a reality, and a confirmatory idea of the magnitude of the undertaking may be obtained from the fact that the cost of a round trip of one of these monster trans-Atlantic courses ranges between \$40,000 and \$50,000. And the hundreds at the barge office are more than duplicated by the steerage passengers at Castle Garden.

"The cost of a voyage differs according to the speed of the vessel," said a representative of one of the transatlantic lines, "the faster vessels being more expensive than the slower ones."

"That seems rather illogical," replied the reporter. "One would naturally imagine that the shorter voyage would cost the less money."

"The explanation is in the consumption of coal. The faster steamers use from 125 to 150 tons of coal per day, while the slower steamers use only about 60 or 70 tons per day. The distance to Southampton is about 3,100 miles, and our faster steamers make the trip across in from seven to eight days, and the slower steamers make it in the neighborhood of ten days."

"How many in a crew do your largest vessels carry?"

"About 100 men, including officers. The salaries of Captains are never less than \$1,800 a year, and sometimes reach \$4,000, according to their percentage on gross earnings. The wages of the seamen and petty officers average \$1 per day each, and the daily cost of feeding the crew and officers is averaged at 50 cents per capita."

"How much does each person on a voyage eat in the day?"

"Oh, I could hardly tell that, but we calculate on allowing a pound and a half of meat for each person."

"Can you give fresh meats and vegetables on every day of the voyage?"

"O, yes," was the reply. "On our big trips we ship about fourteen thousand pounds of fresh meat, and we serve it daily, not only to the first and second-cabin passengers, but to the steerage and the crew. Should we meet with any accident causing delay we could give the first and second-cabin passengers fresh meats and all the luxuries of the season for several weeks by putting the crew and steerage passengers on regular sea fare of salt meats. We have three ice-cellars—one for fresh fish, one for poultry and one for meats—and in these everything is preserved."

"How much ice is required for a voyage?"

"The amount varies, according to the season, from ten to twenty tons."

"How about fresh eggs; do you have hens on board?"

"Ha, ha, ha. Oh, no, not exactly. We get fresh eggs at the beginning of each trip, and they are kept fresh by a patent preparation of lime and some other preserving matter."

"Butter—how much butter is consumed on a voyage?"

"Between twelve hundred and fourteen hundred pounds. We use from two to three thousand cigars. Wines and beers are not so largely consumed, because we keep the price high in order to keep down intoxication."

On a well-regulated steamer, it was learned, the bedclothes, towels, table linens and coverings for all the furniture are changed every day. On a vessel of five thousand tons two thousand napkins are used on every trip in the first cabin and about one thousand napkins are used in the second cabin, while the sheets number about two thousand and the towels three thousand. Different colors are used on the upholstery and furniture every day, because of the rapid change of seasons affords to persons who become seamen, and also owing to the additional freshness of the atmosphere thus obtained. The steamer is newly painted on the outside from stem to stern every voyage, and to do this work, together with the repainting and cleaning of upholstery, from two hundred to four hundred men are employed. The washing is all done at the end of each voyage.

"How much crockery do you use in a day?" was asked of the steward.

"Somewhere in the neighborhood of four thousand pieces in the first and second cabins, separately, and about two thousand pieces of glassware. The silver of the first cabin—about one thousand pieces—is valued at \$40,000, and the same quantity in the second cabin is worth just half that sum. Of course, you know, although everything is just as serviceable and clean in the second cabin, nothing is as elegant."

Although the principal revenue on the big ocean steamers is from passengers, they all carry tons and tons of merchandise, which is generally of a raw nature. Nearly every transatlantic steamer obtains its wines, canned goods and delicacies abroad, but of the breadstuffs and much of the smoked meats that they obtain on the other side it frequently occurs that the steamer has carried it from New York as merchandise freight. The Captains say they can carry such articles to the market abroad and buy them there as cheap as at the home market.

To load a vessel requires the greatest skill, too, and this is another of the big expenses that are included in the enormous cost of an ocean voyage. And, sometimes, on a rush, a cargo of two thousand tons of merchandise has been loaded on a steamer within twenty-four hours. A feature of the transatlantic freight trade is that the cargoes exported largely exceed those imported in bulk, and that the cargoes imported are of much more value than those exported. Everything is run on military, or rather naval, discipline, and not a profane word is ever permitted either from officer or sailor.

## Steketee's

POSITIVE

## COUGH CURE!

Cures Sore Throat, Chest and Lung diseases, Coughs, Colds, Hoarseness, tickling of the throat. Very pleasant to take. It regulates the bowels. It is the largest bottle for the price known, try it, the price is only 25 cents.

GEO. G. STEKETEE, Sole Proprietor,  
89 MONROE ST., GRAND RAPIDS.

—ALSO—

## STEKETEE'S WHOOPING COUGH CURE

Sure Cure, price 50 cents. For sale at same place.

## Owing to the Great Success

ATTENDING

## MABLEY &amp; COMPANY'S

SLAUGHTER SALE OF  
OVERCOATS,  
Storm Coats and Ulsters.

They have decided to continue the Sale three Days Longer than anticipated, and until Saturday, January 10, they will slaughter Overcoats at the following prices:

\$25 OVERCOATS FOR	\$10.00
\$20 OVERCOATS FOR	\$10 & \$12
\$10 OVERCOATS FOR	\$5.00 & 6.00
\$8 OVERCOATS FOR	\$4.00 & 5.00
\$6 OVERCOATS FOR	\$3.00

This will give the people of Grand Rapids a chance to buy a real good Overcoat at prices never heard of before. It will pay persons in need of an Overcoat next winter to buy of us now. Remember this great sale of OVERCOATS EXCLUSIVELY, positively closes Saturday night, January 10. An inspection of our goods and prices will convince you that we do just as we advertise. Come and see us.

## MABLEY &amp; COMPANY,

37 Canal Street, Grand Rapids,

## Chas. D. Rose,

VALLEY CITY STEAM DYEING, SCOURING and REPAIRING WORKS.

Office, 71 Louis St. and 31 Kent St.

Take your work there and you will save money.

## RAILROAD TIME TABLES

Grand Rapids &amp; Indiana.

GOING NORTH.

	Arrive.	Leave.
Potosky & Mackinac Ex.	8:45 pm	9:40 pm
Cincinnati & Mackinac Ex.	9:40 pm	10:25 pm
Pt. Wayne & Grand Rapids Ex.	9:55 pm	10:50 pm
Grand Rapids & Cadillac Ex.	10:50 pm	11:30 pm

GOING SOUTH.

	Arrive.	Leave.
Cincinnati Ex.	7:50 am	
Mackinac & Cincinnati Ex.	4:15 pm	4:45 pm
Mackinac & Pt. Wayne Ex.	10:25 am	11:45 am
Cadillac & Grand Rapids Ex.	7:40 pm	

All trains daily except Sunday.

SLEEPING CAR ARRANGEMENTS.

NORTH—Train leaving at 9:40 p. m. has Woodruff Sleeping Car for Potosky and Mackinac City. Train leaving at 10:25 a. m. has Chair Car for Traverse City.

SOUTH—Train leaving at 4:45 p. m. has Woodruff Sleeping Car for Cincinnati.

Through tickets can be obtained at Union Ticket Office, corner Monroe and Ottawa Streets, and at Union Depot.

C. L. LACKWOOD, Gen'l Pass. Agt.

Detroit, Grand Haven &amp; Milwaukee

GOING WEST.

	Arrive.	Leave.
Morning Express	12:40 pm	12:55 pm
Through Mail	5:40 pm	5:55 pm
Steamboat Express	10:40 pm	
Mixed	10:45 pm	7:10 am
Night Express	5:40 am	5:50 am

GOING EAST.

	Arrive.	Leave.
Steamboat Express	6:20 am	
Through Mail	10:10 am	10:20 am
Limited Express	3:20 pm	3:35 pm
Atlantic Express	9:45 pm	10:45 pm
Mixed, with coach		10:30 am

Daily, Sundays excepted. \*Daily.

Passengers taking the 6:20 a. m. Express make close connections at Owosso for Lansing, and at Detroit for New York, arriving there at 10:00 a. m. the following morning.

Night Express has local Sleeping Car Detroit to Grand Rapids.

This is the only line running Atlantic Express leaving here at 10:45 p. m. with Sleeping Car to Detroit, making direct connections for all points East, arriving at New York 7 a. m. the second morning.

Parlor Cars on mail trains both east and west.

The train leaving at 5:15 p. m. will make direct connection with Milwaukee steamers daily, except Sunday.

Through tickets secured at D. G. H. &amp; M. office in Morton House block, and at the depot.

D. POTTER, City Pass. Agent.

GEO. R. REEVE, Traffic Manager, Chicago.

Lake Shore &amp; Michigan Southern.

(KALAMAZOO DIVISION.)

	Arrive.	Leave.
Express	7:50 pm	7:55 pm
Mail	9:35 am	4:50 pm

All trains daily except Sunday.

The train leaving at 4 p. m. connects at White Pigeon with Atlantic Express on Main Line, which has Pullman Drawing Room Sleeping Coaches from Chicago to New York and Boston without change.

The train leaving at 7:55 a. m. connects at White Pigeon (giving change for dinner) with New York Express on Main Line.

Through tickets and berths in Sleeping Coach can be secured at Union Ticket Office, 67 Monroe Street, and Depot.

All trains will run by 90th meridian time, which is 30 minutes slower than Detroit time.

J. W. McKENNEY, Gen'l Agt.

Michigan Central.

(GRAND RAPIDS DIVISION.)

Parlor cars attached. \*Sleeping cars attached.  
Pacific and New York Express daily. Balance  
runs daily except Sundays.  
New York Fast Line runs daily, arriving  
Detroit at 12:35 a. m., and New York at 10 o'clock.

\*Parlor cars attached. \*Sleeping cars attached.

Pacific and New York Express daily. Balance runs daily except Sunday.

New York Fast Line runs daily, arriving at Detroit at 12:35 a. m., and New York at 10 o'clock the next evening.

A train leaves Detroit at 4 p. m. except Sundays, with Drawing Room and Parlor Cars for Grand Rapids, reaching here at 10:25 p. m.

Direct and prompt connections made with Great Western, Grand Trunk and Canada Southern trains, in same depot at Detroit, thus avoiding transfers.

The Detroit Express leaving at 6:50 a. m. has Drawing Room and Parlor Car for Detroit, reaching that city at 11:40 a. m. New York 10:30 a. m. and Boston 2:40 p. m. next day.

Through tickets for all points and sleeping car berths may be procured at Union Ticket Office corner Monroe and Ottawa Streets, and at Union Depot.

J. T. SCHULTZ, Gen'l Agt., W. Monroe St.

GEO. W. MCKENNEY, Ticket Agent, City.

J. S. HAWKINS, Ticket Agent, Depot.

Chicago &amp; West Michigan.

9:15 a. m. train. Through parlor-car to Chicago on 12:25 p. m. train. Through Pullman sleeping-car and coach to Chicago on 9:35 p. m. train.

NEWAYGO DIVISION.

Union Depot on Ionia Street.

Through coaches to Chicago and Toledo on 9:15 a. m. train. Through parlor-car to Chicago on 12:25 p. m. train. Through Pullman sleeping-car and coach to Chicago on 9:25 p. m. train.

NEWAYGO DIVISION.

Baldwin, on F. & P. M. Ry.  
J. H. Carpenter, Gen'l Freight and Pass. Agent  
Office, 100 Monroe Street  
Geo. W. Munson, Ticket Agent, City.

\*Depart from West Side Depot.

Trains leave from and arrive at Union Depot. The northern terminus of this division is Baldwin, on F. A. P. M. Ry.

J. H. Carpenter, Gen'l Freight and Pass. Agent.

Office, 100 Monroe Street.

GEO. W. MCKENNEY, Ticket Agent, City.

Michigan &amp; Ohio Railroad.

TRAIN CONNECTIONS.			
Toledo with all railroads diverging. Tecumseh with L. S. & M. S. Homer with L. S. & M. Lansing Division and Air Line. M. C. Marsh with M. C. R. R. Battle Creek with Chicago			

TRAIN OVERSIGHTS.

Toledo with all railroads diverging. Through with L. S. &amp; M. S. Homer with L. S. &amp; M. S.

Lansing Division and Air Line M. C. Marshall with M. C. R. R. Battle Creek with Chicago &amp; Grand Trunk and M. C. R. R. Monticello, G. R. &amp; L. Allegan with C. A. W. M. and L. S. &amp; M. S.

LUTHER ALLEN, Gen'l Pass. Agt.

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